

Bid Letting: JANUARY 17, 2013

There are two announcements for the January 17, 2013 Letting. First, Expedite™ 5.11a is now required for all Prime Contractors submitting bids to the MDT Contract Plans Bureau. Secondly, the naming convention of the bid files is changing to the Contract ID number.

1) Beginning with the January 17, 2013 Letting (December 20, 2012 Advertisement), all prime contractors submitting bids to the MDT Contract Plans Bureau must use the newest version of the Expedite™ Bid Software Program (Expedite™ 5.11a). Download Instructions are available from the MDT Contracting/Consulting webpage through the following link: [SOFTWARE LINK](#)

Note: Bid Express© subscribers were required to upgrade to Expedite™ 5.11a earlier this year through the Bid Express© Service.

2) The naming convention of the Expedite™ bid files is changing to the Contract number rather than the Letting Date/Call Order format. (Example 03113.EBS vs. 17JAN101.EBS). If you recall from the September 2012 Letting, MDT had to postpone the letting due to computer network issues. With the naming convention including a date, prime contractors were forced to download new bid files for the new postponed letting date. Changing the naming convention of the bid file to the Contract ID, will allow postponement of a letting date without requiring contractors to download new bid files. An addendum would be issued for a change in the letting date of a particular contract. The Library File of all contracts in a particular letting will still be named with the Letting Date (ex. 17JAN.EBL)

Please contact the MDT Contract Plans Bureau at (406) 444-6284, or (406) 444-6215 with any questions.

JANUARY 17, 2013

101 - W BOZ INTCH-BOZEMAN, BOZEMAN STRUCT & BOZEMAN-EAST (I-90)

-1-

Submitted: Wed, 26-Dec-2012 14:28 MST

Company: Barrier Systems, Inc.

Contact: Tony Smiley

Question:

The bid item 606 011 350 Water filled barrier is called for on this project. Where can I find more info on this bid item?

Is this supposed to meet NCHRP350 Test level 2 or 3?

Answer:

Submitted: Thu, 27-Dec-2012 07:13 MST
Please refer to Special Provision No. 64, WATER FILLED BARRIER; Special Provision No. 65, WATER FILLED BARRIER-INSTALL; and, Special Provision No. 66, RESET TEMPORARY WATER FILLED BARRIER RAIL.

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Submitted: Wed, 02-Jan-2013 12:21 MST
Company: Penhall Company
Contact: Eric Blackburn
Question:
Requesting Full Set As-built drawings for the existing 7th Ave Bridge over I-90.

Answer:

Submitted: Wed, 02-Jan-2013 13:25 MST
As-built construction drawings for the West Bozeman Interchange structure are linked here: [AS-BUILTS](#)

The files represent the as-built drawings for the structures. MDT provides them for informational purposes only. They do not include drawings for modifications to the structures, such as joint replacements and guardrail revisions and may not completely represent current conditions. Thus, some of the information contained in these documents may be out of date or not applicable with regard to the advertised project. The contractor should not rely solely on the as-built drawings provided for bidding purposes nor does any data in these files supersede the data in the contract documents.

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Submitted: Thu, 03-Jan-2013 08:54 MST
Company: SK Geotechnical Corp
Contact: Cory Rice
Question:
SK Geotechnical performed the geotechnical work for this project. We would like to quote the contractors for the dynamic load testing services. Is this acceptable?

Answer:

Submitted: Thu, 03-Jan-2013 10:54 MST
Yes, this is acceptable.

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Submitted: Thu, 03-Jan-2013 14:32 MST
Company: Cretex
Contact: Mike Pardy
Question:
On Plan Sheet B30, Expansion Bearing Details, please clarify which is the correct size for the Embedded Plate. As shown in View A-A it is detailed as PL 1"x6"x2'-10". As shown in View B-B it is detailed as PL 1"x13 1/2"x2'-10".

Answer:

Submitted: Fri, 04-Jan-2013 9:17 MST

The correct dimensions for the embedded plate are as shown on Sheet B30 View B-B: 1" x 13.5" x 2-10. Change View A-A embedded plate dimension from 6" to 13.5".

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Submitted: Thu, 03-Jan-2013 16:47 MST
Company: Morgen and Oswood construction
Contact: Estimating

Question:

On sheet 57 of 64 in the project proposal bid package there are 4 structures listed that are not on Drawing No. 21385. Have the MRL and East Bozeman interchange structures been removed? If so do we remove or disregard the MRL Insurance and flagging requirements? Does the removal of the structures effect any bid items, i.e., bridge repair or Class B Repair?

Answer:

Submitted: Fri, 04-Jan-2013 09:14 MST
There are 3 projects included in this bid package. Many of the structures and locations of the projects overlap. The structures listed on sheet 57 of 64 are for the project Bozeman East (I-90) IM 90-6(141)308. This work includes bridge deck work of those structures listed. The structures on drawing 21386 are part of the project Bozeman Structures IM 90-6(101)304. This work includes seismic retrofit on the substructures of the bridges listed.

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Submitted: Thu, 03-Jan-2013 16:49 MST
Company: Morgen and Oswood construction
Contact: Estimating

Question:

In what bid item should we put the Approach Slabs?

Answer:

Submitted: Fri, 04-Jan-2013 09:10 MST
Include the concrete for each Approach Slab and Sleeper Slab and the expansion joint filler and foam in the quantity for Class DD-Bridge Concrete. Include the reinforcing for each Approach Slab and Sleeper Slabs in the quantity for Reinforcing Steel (Epoxy). Each of these quantities is included in the respective quantity shown on Sheet B1 for the abutment adjacent to the slabs.

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Submitted: Fri, 04-Jan-2013 07:38 MST
Company: Cretex
Contact: Mike Pardy

Question:

Note on Sheet B30 calls for AASHTO M314 M Grade 105 anchor bolts and makes no mention of galvanizing. Note on sheet B53 calls for Grade 50 Anchor bolts and calls for galvanizing. Please confirm the correct Grade of Steel and also indicate if the anchor bolts & nuts are required to be galvanized.

Answer:

Submitted: Fri, 04-Jan-2013 13:10 MST
Provide AASHTO M314 Grade 105 anchor bolts meeting the requirements of ASTM F1554 Section S.5. Galvanize anchor bolts and nuts according to AASHTO M232.

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Submitted: Fri, 04-Jan-2013 07:49 MST
Company: Cretex
Contact: Mike Pardy

Question:

On Sheet B30, the Shear Studs on the embedded bearing plate are not fully detailed. Please provide the diameter and length required for the studs.

Answer:

Submitted: Fri, 04-Jan-2013 13:16 MST
Use 5/8" diameter x 4" headed shear studs meeting the requirements of AASHTO M 169 Grades 1010 through 1020.
Refer to Sheet B53 "Type MTS Prestressed Concrete Beam" for weld details.

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Submitted: Fri, 04-Jan-2013 10:44 MST
Company: Graybar Electric Company
Contact: Ed Ingwaldson

Question:

Electrical sheet E-2 has new requirements for electrical concrete pull boxes to be all polymer box & cover. I need to know what manufacture the spec came from that meets the new requirement. I cannot find anybody that does. Quazite pull boxes meet tier 15 however they are only UL listed to tier 10 and so that's how they would be labeled.

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Submitted: Fri, 04-Jan-2013 14:36 MST
Company: Graybar Electric
Contact: Ed Ingwaldson

Question:

Disregard my question about the new specs for Polymer Concrete boxes. I had an outdated catalog. The Quazite boxes will meet the new specs.

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Submitted: Tue, 08-Jan-2013 16:38 MST
Company: Knife River-Belgrade
Contact: Steve Baeth

Question:

Regarding SP No. 10 Detour, please provide some clarification for me. In the 5th paragraph this SP talks about the need for a culvert or a bridge for conveyance of the waterway. The plans call for a 10-foot extension to the culvert at Mandeville Creek and both the x-sections and the detour x-sections appear to show the catch point of the slope at 65-feet left of centerline in the area of Mandeville Creek.

- 1) Is SP No. 10 about Mandeville Creek or is it about another location?
- 2) Wouldn't the installation of the culvert extension at Mandeville Creek as called out in the plans eliminate the need for the culvert or work bridge called out in the special provision?

Answer:

Submitted: Thu, 10-Jan-2013 10:16 MST

1) Special Provision No. 10 Detour- Construct, Maintain, and Remove is a standard provision covering many possible detour situations.

The "detour" in this case will eventually be incorporated into the final ramp configuration. The Mandeville creek culvert extension at the ramp will be used within the detour alignment, but is a permanent feature.

- 2) No temporary waterway crossings are needed for this project.

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Submitted: Wed, 09-Jan-2013 11:51 MST

Company: Dick Anderson Construction

Contact: Travis Neil

Question:

The Special Provisions line item No. 62 "Steel Column Casing (IM 90-6(101)304)" states that the casing for the column confinement work to meet the requirements of AASHTO M 183 and have a yield strength of 36 ksi. We are requesting further additional information to be provided on what exactly the desired material for the casing is to be, as the reference to section 556 of the Standard Specifications listed in the Special Provisions does not specifically relate to retrofit column jacketing.

Answer:

Submitted: Wed, 09-Jan-2013 15:00 MST

Use steel casings that meet the requirements of AASHTO M 270 with a minimum yield strength of 36 ksi.

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Submitted: Wed, 09-Jan-2013 15:15 MST

Company: Stillwater Electric, Inc.

Contact: Micheal Tikka

Question:

1) Please clarify how to keep the signal on ramps D&C energized while west portion of bridge is removed. It appears that it is fed from the service on 7th and Wheat Dr. and runs on the west side of the road.

2) The decorative luminaire standards are supplied by the City of Bozeman. Will they also supply the anchor bolts?

Answer:

Submitted: Thu, 10-Jan-2013 15:42 MST

1) One acceptable solution for keeping the signals on the south end of the bridge energized would be to run the new power conductors and interconnect cable on the east side of the new bridge instead of on the west side.

The existing conductors are attached to the west side of the bridge. The Contractor could leave the existing conductors energized during construction of phase one of the new bridge. The bridge plans show 2 inch conduit on both sides of the new bridge for utilities. The new conductors could be installed on the east side of the new bridge and switch to these conductors prior to phase two demolition. The existing conductors could then be abandoned and removed. The traffic signal power and interconnect cable would end up being on the east side of the bridge instead of the west side as shown in the plans. Street lighting conductors would still be on both sides of the bridge in 1-1/2 inch conduit.

Additional materials quantities required as a result of these changes would be paid for under the respective unit bid items.

2) Anchor bolts are not included with the City furnished luminaire assembly and should be supplied by the contractor. See Bridge sheet B46 for details and notes. Costs associated with furnishing and installing anchor bolts for the light standards is included in the unit price bid for Special Deck Concrete, as noted on that sheet.

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Submitted: Thu, 10-Jan-2013 09:29 MST

Company: Knife River-Belgrade

Contact: Steve Baeth

Question:

Will MDOT be providing quantities and bid items for the removal of the curb and gutter, the median curb and the median cap on North 7th Avenue?

Answer:

Submitted: Fri, 11-Jan-2013 14:33 MST

The removal of curb and gutter, median curb and median cap is included in the cost of street excavation.

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Submitted: Thu, 10-Jan-2013 13:41 MST

Company: Mountain West Holding Co.

Contact: Chris Connors

Question:

The supplemental specifications summary sheet show Section 618 as being revised effective 1-17-13 but show 12-13-12 as the effective date on the revision page. Section 618 was revised already on 12-13-12. Is the entire section 618 revised again or is it the same revisions from 12-13-12? This question would apply to all projects bidding January 17, 2013.

Answer:

Submitted: Fri, 11-Jan-2013 08:21 MST

Supplemental Specification - Section 618 - Traffic Control was revised again for contracts in the January 17, 2013

bid letting. The revision date for Section 618 - Traffic Control shown on Page 101 of the Supplemental Specifications should read 1-17-13.

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Submitted: Fri, 11-Jan-2013 11:37 MST

Company: TCA, LLC

Contact: Tracy Cowdrey

Question:

According to the as-built drawings the existing spread footing for bent 3 elevation is 4728.35. The new footing elevation is 4734.09. By removing the existing footing we will be down into the ground water which will make it hard to get 95% compaction 6 feet up to the new footing elevation.

1) Is the existing footing coming out completely or is it being left in place under the new footing?

2) If it is removed completely will we be placing structural backfill up till the new footing elevation of 4734.09?

Answer:

Submitted: Mon, 14-Jan-2013 9:52 MST

The as-built plans are based on NGVD29 datum, and the new construction is based on NAVD88 datum.

The NAVD88 datum is approximately 3.90 feet higher at this location than the as-built datum.

Therefore, the TOP of existing footings should be encountered at about 4734.3 feet which is near the bottom

of the new footing. Thus the existing footing should be treated as an obstruction and removed and backfilled

according to special provision No.55 Spread Footings , Item C(2). Actual elevations and locations of existing structures should be verified by the contractor.

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Submitted: Fri, 11-Jan-2013 15:32 MST

Company: Knife River-Belgrade

Contact: Steve Baeth

Question:

Is there a detail for the Decorative Concrete item? I am not finding anything regarding pattern or color.

Answer:

Submitted: Mon, 14-Jan-2013 10:12 MST

PATTERNED COLORED CONCRETE MEDIAN CAP

A. General. Construct 4" depth pigment-dyed red patterned concrete (Brick form Shasta Seamless Textures or approved equal) at all raised medians. Broom finish the concrete first and texture in the pattern to a depth of not less than 0.5". Align the successive presses in a uniform pattern and note that some variation in lines is required to accommodate curves in the median alignment.

B. Colored Concrete. Use the proper proportion of admixture for integral color concrete, cure with a colored wax

curing membrane and caulk with a color caulk in matching colors all concrete designated as colored in the plans, specifications or special provisions. Use a color-conditioning admixture, single-component, pigmented, water reducing, concrete admixture, factory formulated and packaged in cubic yard increments, NOT multiple additives and pigments to be dosed separately into the mix. Do not cover concrete with plastic sheeting. Batch, place, finish, cure and caulk in accordance with the manufacture's recommendation. Color the patterned median concrete brick red.

C. Submittals. Submit color and pattern samples for approval by the project manager prior to beginning construction.

D. Construction Requirements. Grade and compact subgrade to the satisfaction of the Engineer. Construct concrete according to Section 551, Portland Cement Concrete of the MDT Standard Specifications. Maximum allowable slope is 12:1. Furnish Type II cork preformed expansion joint filler meeting AASHTO M213 requirements. Place expansion joints in accordance with Detailed Drawing No. 609-12, Concrete Median Caps.

E. Materials. Provide materials meeting the requirements of Section 551 Portland Cement Concrete, Class D.

F. Method of Measurement. Patterned Concrete cap is measured for payment by the square yard, according to Section 551.04 of the MDT Standard Specifications. Include the crushed top surfacing, used as fill in the medians, in the unit bid price per square yard of concrete 4 inch.

G. Basis of Payment. Payment for the completed and accepted quantities is made under the following:

PAY ITEM	PAY UNIT
Decorative Concrete	Square yard

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Submitted: Fri, 11-Jan-2013 15:39 MST
Company: Dick Anderson Construction
Contact: Travis Neil

Question:

Line Item No.62 of the special provisions, subsection 2: States the specification for the grout. All it states is that the cement content of not less than 840 lbs per cubic yard of grout. Can we please be provided with more information for the following desired items: slump, air content, w/c ratio & psi strength?

Answer:

Submitted: Mon, 14-Jan-2013 11:16 MST

Supply a 4000 psi flowable grout. Mix designs will be evaluated according to Standard Specification Section 551.

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Submitted: Fri, 11-Jan-2013 15:47 MST

Company: Dick Anderson Construction

Contact: Travis Neil

Question:

With the Bozeman Structures retrofit work for the Fort Ellis Road we will only have 1.5 lanes left open of the road once the footings of only bents 2 for the E.B. & W.B. lanes is performed. We are requesting that since this is not a heavily traveled roadway that we will be able to shut down access under the bridge as both sides of the highway have other means of travel to get to the east main bozeman interchange, and would not pose any significant impacts to motorists. Or at the minimum limit traffic to only light traffic and restrict heavy traffic to tractor trailers, etc. Please advise.

Answer:

Submitted: Mon, 14-Jan-2013 11:10 MST

The Department will consider requests to close a portion of Fort Ellis Road while Bent 2 footing retrofit work is performed. Approval would be partly contingent on the work being a continuous operation to insure the least amount of disruption and inconvenience to the travelling public.

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Submitted: Fri, 11-Jan-2013 15:50 MST

Company: Dick Anderson Construction

Contact: Travis Neil

Question:

Bozeman Structures Traffic Control for the Bear Canyon road bridge will be difficult to achieve per the special provisions. With set backs with excavations for the footing, and only doing one bent at a time, we will still be encroaching the roadways a good amount. We are requesting that we be able to close off this exit to heavy truck traffic, and only allow light vehicle traffic in order to keep two lanes of travel open under the bridge. Please advise.

Answer:

Submitted: Mon, 14-Jan-2013 10:45 MST

This site will remain open to all traffic (including trucks); per the requirements noted in Special Provision No.24.

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Submitted: Mon, 14-Jan-2013 09:55 MST

Company: TCA, LLC

Contact: Tracy Cowdrey

Question:

Public relations. one of the radio stations is charging 140790.00 to run the adds for the project. this extremely high

the other stations are in the 10000.00 to 16,000.00 dollar range. could we use the two lower priced stations or does MDOT want spend a additional 140,790.00?

Answer:

Submitted: Mon, 14-Jan-2013 11:51 MST

Bidders are advised to include in the Lump Sum bid for Public Relations all resources necessary to meet the requirements outlined in Special Provision 19 Public Relations.

102 - TURN LANES - GALLATIN CANYON

Updated Clarification: Wed, 09-Jan-2013 9:06 MST

MDT has been unable to secure a listing of potential USFS excess excavation disposal sites. Bidders are advised to secure their own disposal site alternatives.

Clarification:

~~Submitted: Mon, 07-Jan-2013 9:25 MST~~

~~The Special Provision, Excess Excavated Material Disposal, is hereby added to this contract. EXCESS EXCAVATED~~

~~MATERIAL DISPOSAL~~

~~A considerable amount of excess excavated material will be disposed of with this project. There are multiple~~

~~locations available for placement of waste material on Gallatin National Forest lands. Disposal sites are located~~

~~adjacent to US 191 between RP 33.1 (Sage Creek), RP 33.6 (Taylor's Fork Pit), and run throughout the project to~~

~~approximate RP 60.1. Additional material handling, including grading, shaping, and dozing, may be required at some~~

~~of the disposal sites. Contact US Forest Service representative Jonathan Kempff at (406) 587-6732 or~~

~~jekempff@fs.fed.us for a full list of available locations and requirements for each site.~~

Clarification:

Submitted: Thu, 10-Jan-2013 15:23 MST

An Addendum has been posted for this project. Please click on the following link to access the information.

ADDENDUM

To download the addendum bid file, click here. [BID FILES](#)

Clarification:

Submitted: Thu, 10-Jan-2013 15:23 MST

The approach at Castle Rock Inn has been relocated from sta. 247+52 to sta. 247+97. An additional cross drain has

been identified for removal at sta. 247+83. An addendum will be issued to account for the increased pipe removal.

Revised plans 24, 26, 41, 53 & cross section sheet 39 for Castle Rock Inn can be found at the following link:

REVISED PLANS

Clarification:

Submitted: Fri, 11-Jan-2013 08:31 MST

Supplemental Specification - Section 618 - Traffic Control was revised again for contracts in the January 17, 2013 bid letting. The revision date for Section 618 - Traffic Control shown on Page 101 of the Supplemental Specifications should read 1-17-13.

-1-

Submitted: Thu, 20-Dec-2012 15:41 MST

Company: Knife River - Belgrade

Contact: Josh Walter

Question:

Can you please post the earthwork & geopak files for the project?

Answer:

Submitted: Mon. 24-Dec-2012 13:35 MST

The earthwork files were posted with the advertised bid package. They can be found in the following link:

[DIRT RUNS](#)

The stripmap, cross sections & geopak file for the requested project are posted on the MDT FTP site for your use at:

[GEOPAK](#)

There are separate cross section files for each of the five sites, and two additional ones for the Moose Creek approach (A-line & B-line). There are numerous reference files for the strip map, which are in a separate folder called REF.

The requested files do not represent the staked project, but are only design files. The Department cannot guarantee the accuracy of the electronic data, particularly as it may be called up by your computer, nor does any data in these files supersede the data in the contract documents.

In addition, the Department will not make any revisions to the electronic files pertaining to the staked project, change ordered work, or changes that are made during construction to fit field conditions.

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Submitted: Wed, 26-Dec-2012 14:31 MST

Company: Barrier Systems, Inc.

Contact: Tony Smiley

Question:

The bid item 606 920 000 TEMP IMPACT ATTENUATOR is called for on this project. Where can I find more info on this bid item? Is this a certain type of impact attenuator (Redirective...Non Redirective)? And is this supposed to meet NCHRP350 Test level 2 or 3?

Answer:

Submitted: Wed, 02-Jan-2013 08:27 MST

The Temporary Impact Attenuators must meet NCHRP 350 Test Level 3 and be redirective.

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Submitted: Thu, 03-Jan-2013 10:43 MST

Company: A.M. Welles Inc.

Contact: Josh McKenzie

Question:

1) Special provision #2 states that unit two work will start immediately after Unit 1 work is complete through plant mix but no sooner than May 15th 2013. However the migratory bird act in SP 18 stated that trees and shrubs must be cut between August 16th and April 15th. This work will require traffic control. Will tree cutting and removal operations be allowed at Unit two and three sites upon the notice to proceed without assessing time to the respective units?

2) Can you give a start date for the Spanish Creek- North and South project as well as an anticipated duration?

3) We had to pave around existing utility pedestals for a different project on the same highway because the utilities have not been relocated since the start of the project 8 months ago. SP 25 states utility work is not complete on this project.

3a) What specific area(s) of the project is not complete?

3b) When is this expected to be complete?

3c) What specific utility is in conflict and has the work order been given by the utility companies to their contractors to start this work?

3d) Will the notice to proceed be pushed back or flex time added to the project if the utilities are not relocated in time for the tightly spaced work? It's hard to quantify the scope of inefficiency; time lost and increased cost that utility conflicts present-especially with a very time sensitive project such as this.

4) Do the costs associated with the site commissioning include the cost to bring in the Vaisala Field Service Engineer's flight, housing, meals, etc?

Answer:

Submitted: Fri, 04-Jan-2013 11:45 MST

1) Yes. As stated in SP #2 B. 2) "Perform all of the requirements specified in the Migratory Bird Treaty Act Compliance-Vegetation Removal special provision during Unit One."

2) The Spanish Creek- N&S contract includes a Flex Time Proceed Date provision; the effective Notice to Proceed date will occur on or before June 3, 2013 with 30 Working Days to complete the work. At this time; the prime contractor has tentative plans to perform the work early in the construction season.

3a) Utility relocations of NorthWestern Energy electric facilities and 3 River Telephone facilities are under way at the Red Cliff site and are anticipated to be completed in mid-January.

3b) River telephone relocations at both the Greek Creek and Moose Creek sites will begin when weather permits in the spring and are anticipated to be completed by mid-May.

3c) Rivers telephone relocation at Karst will begin when weather permits in the spring and is anticipated to be completed by early June.

3d) NorthWestern Energy overhead power relocation and Century Link telephone relocation at Castle Rock will begin in the spring and are anticipated to be completed in mid to late June.

4) Yes

Updated: Fri, 04-Jan-2013 13:20 MST

Informational plans for the pavement sensors are linked here: [VAISALA SENSOR PLANS](#)

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Submitted: Fri, 04-Jan-2013 16:54 MST

Company: Knife River - Belgrade

Contact: Josh Walter

Question:

1) The bore logs for Red Cliff, Karst Ranch and Greek Creek show anywhere from 0.3M to 0.7M of existing asphalt.

The new road section shown in the typical is either 370mm or 375mm at those locations with finish grade roughly at or above existing grade. In comparing the cross sections and the bore logs it appears that there may be a substantial amount of excavation (asphalt removal) & embankment that is unaccounted for. A good example of this is at Greek Creek station 125+20, bore log shows 0.7m of existing asphalt, finish grade is slightly higher than the existing grade and the new road section is .37m...this leaves roughly .3m of asphalt removal unaccounted for.

2) Is boring information available for the work sites at Moose Creek and Castle Rock?

Answer:

Submitted: Thu, 10-Jan-2013 15:33 MST

1) MDT recognizes the boring information suggests 0.3 to 0.7 meters of plant mix exists at the sites where borings were taken. Due to the nature of measuring a 6" diameter hole and not having taken physical cores, we feel these dimensions may be high.

The Department has ground penetration radar measurements taken throughout the corridor that indicate plant mix surfacing depths ranging from 6 inches to 11 inches. MDT suspects the plant mix depth varies throughout and is likely to fall within the range of each measurement. We also recognize that due to the scope of the work; subgrade

may fall within existing plant mix or be above a section of plant mix that is too thick to be scarified prior to building the embankment/surfacing.

MDT has modified the plans and the sub-excavation special provision to account for this condition, and included additional quantities for unclassified excavation and special borrow neat-line when this is encountered during construction. We assumed 0.3 meters of existing plant mix in place to arrive at these quantities. An addendum will be issued for these changes.

Special Provision No. 28 - Subexcavation is hereby replaced: SUBEXCAVATION

Plan Sheet 23 is hereby replaced: REVISED PLANS

2) Borings were not taken at the 2 locations questioned.

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Submitted: Mon, 07-Jan-2013 16:11 MST

Company: Knife River - Belgrade

Contact: Josh Walter

Question:

The contact for the USFS that is shown in the clarification for the disposal of excess material is out of the office until 1/14. Does MDT have the full list of the available disposal locations and requirements at each potential site that can be posted? If not, is there another USFS contact that can be reached in the interim to provide this information?

Answer:

Submitted: Wed, 09-Jan-2013 9:10 MST

MDT has been unable to secure a listing of potential USFS excess excavation disposal sites. Bidders are advised to secure their own disposal site alternatives.

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Submitted: Thu, 10-Jan-2013 15:24 MST

Company: Contech

Contact: Dennis Dirks

Question:

Item 614 states that an MSE wall is to be designed and the specials call out for a wire face. We have supplied many modular block walls for MDT and this appears to also be a good candidate. I am aware of a previous project on this road that wire walls were actually built and covered with wood for appearances. With our Keystone block system this wouldn't be necessary. All that would be needed changed is item D7 would have the words "or modular block" be added behind the word wire.

Answer:

Submitted: Fri, 11-Jan-2013 14:36 MST

Modular Block facing will not be considered for this project. The required facing type in the Contract will remain as is.

103 - HELENA - NORTH

Clarification:

Submitted: Fri, 11-Jan-2013 08:33 MST

Supplemental Specification - Section 618 - Traffic Control was revised again for contracts in the January 17, 2013

bid letting. The revision date for Section 618 - Traffic Control shown on Page 101 of the Supplemental Specifications should read 1-17-13.

Clarification:

Submitted: Thu, 02-Sep-2013 15:08 MDT

An Addendum has been posted for this project. Please click on the following link to access the information.

ADDENDUM

To download the addendum bid file, click here. **BID FILES**

-1-

Submitted: Thu, 03-Jan-2013 16:43 MST

Company: Schellinger Construction Co., Inc.

Contact: Marc Blanden

Question:

Special Provision 12 - Disposal of Cold Millings states "This project will produce approximately 159,363 square yards of cold millings." If this is correct, how come the bid quantity is only 153,665 square yards?

This would produce about 10,245 cubic yards of material at .20' milling depth. So is it correct to assume that 6670 cubic yards of material will be hauled to the Lewis & Clark County Fairgrounds, and 3575 cubic yards of material will be hauled to Applegate Drive?

Answer:

Submitted: Fri, 04-Jan-2013 9:20 MST

The correct amount in sq yds of millings is 153,665. It is correct to assume that 6670 cu yds go to the Fairgrounds and the remaining (3575 cu yds) go to Applegate Drive.

-2-

Submitted: Mon, 07-Jan-2013 13:34 MST

Company: LHC, Inc

Contact: David Steely

Question:

Follow-up to question 1. What is supposed to be done with the millings at the Fairgrounds and Applegate drive?

Does the contractor just do the hauling or must we stockpile them at the fairgrounds and belly-dump spread them at Applegate Drive? Please clarify.

Answer:

Submitted: Tue, 08-Jan-2013 10:57 MST

The contractor needs to only deliver the millings to the aforementioned locations. How they are stored, spread, or used is decided by Eric Griffin of Lewis and Clark County. He should be notified beforehand for him to mobilize the forces needed to put the millings in their intended place.

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Submitted: Thu, 10-Jan-2013 10:49 MST

Company: Nelcon, Inc

Contact: Sam Weyers

Question:

Can the DBE goal shown in SP #3 be lowered and or removed in order to avoid problems with GFE?

Answer:

Submitted: Fri, 11-Jan-2013 11:29 MST

Special Provision No. 3 - Disadvantaged Business Enterprises requirements is revised as follows:

The DBE Goal will be waived for this project. An addenda will be issued to change the goal from 6% to 0%.

-4-

Submitted: Thu, 10-Jan-2013 13:22 MST

Company: Mountain West Holding Co

Contact: Chris Connors

Question:

Page 14 of 19 behind the signing plans includes a detail for Angle Iron placement with Exit signs on Guide signs.

We have run into problems on previous projects where the new signs are larger than the old signs being replaced

when the project calls for RSFO only. Therefore the guide signs will either hang below the fuse plates or extend

above the top posts, and the exit signs will be too tall to attach to the top post and/or bracket.

If the new exit sign is taller than the old one, the MDOT will either need to have two angle iron brackets to mount it

or have new structural steel top posts made that are longer. Additionally, if the guide sign is larger it will require

new top posts built. Either way it will increase the pounds of Structural Steel and the contractor will need the

information by location early on in the contract to fabricate the proper materials.

Will this information be provided prior to the bid opening with an addendum or after the contract is awarded?

Answer:

Submitted: Mon, 14-Jan-2013 11:56 MST

Bid the signs as if no additional materials will be needed. Existing lengths will be verified and any changes will be noted early in the contract.

-5-

Submitted: Fri, 11-Jan-2013 08:22 MST

Company: L & J Construction

Contact: Kevin Helling

Question:

1) What is the cure time for the class B repair concrete prior to placement of overlay?

2) Cure time for overlay is almost 9 days per lane. Will the state provide any extra contract days on this project?

3) Will temporary concrete barrier rail be installed for traffic control during bridge work?

Answer:

Submitted: Mon, 13-Jan-2013 09:38 MST

1) There is no minimum delay time between placement of concrete used for class A or B repairs and the overlay concrete. Protect the concrete from drying as specified in 551.03.6 until the overlay concrete is placed.

The Bridge Deck Milling and Repair Provision is hereby amended to allow modified concrete overlay concrete to be used for class A or B repair.

2) Modify Special Provision #2 Contract Time to 80 working days. The Flex Time Notice to Proceed date will be changed to May 6, 2013.

3) For bridge work, maintain at least one lane of traffic on the bridges at all times. Utilize single-lane closures and phase construction to complete the work. Provide a 16 foot minimum travel lane width at all times. Install Temporary Barrier Rail for traffic control according to the attached special provisions. Estimated units are:

606 011 350 Water Filled Barrier

640.00 LNFT

606 011 359 Reset Water Filled Barrier

640.00 LNFT

The following special provisions, TEMPORARY BARRIER RAIL, and RESET TEMPORARY BARRIER RAIL are hereby added to the contract: [BARRIER RAILS](#)

An Addendum will be issued to add these bid items and change the Contract Time and Flex Time Notice to Proceed date.

-6-

Submitted: Fri, 11-Jan-2013 14:45 MST

Company: Sletten Construction

Contact: Chad Mares

Question:

The plans show to remove 1 7/8" (1.88 inches) of existing deck by scarifying equipment, hydrodemolition or a

combination of both. In Special Provision #13, it states a bridge deck survey was performed and the average top rebar depth is 1.85 & 1.87. If the top of the top mat of rebar is exposed during removal, is MDT going to require the contractor to continue removal until there is clearance under the top mat in order for the overlay to completely encompass the top mat? The removal depth is about exactly at the top of the top mat of rebar.

Answer:

Submitted: Mon, 13-Jan-2013 15:06 MST

The top radius of the top mat of rebar can be exposed during deck scarification and will not be considered Class A repair. If the full diameter of the top mat of rebar is exposed during deck scarification, then the area may be considered Class A repair and treated accordingly.

-7-

Submitted: Sun, 13-Jan-2013 10:51 MST

Company: LHC, Inc

Contact: David Steely

Question:

Is the contractor allowed to use existing maintenance median crossovers or put in a few temporary median crossovers for truck turn-arounds, or must we use existing interchanges only?

Answer:

Submitted: Tue, 15-Jan-2013 11:35 MST

Use existing interchanges with the exception of one turnaround allowed between the Lincoln Road interchange and the Gates of the Mountains interchange. This turnaround will be allowed as long as haul truck traffic is maintained in the inside lanes and interstate traffic does not stop for haul trucks. Additionally, the sight distance outlined in Supplemental Specification 618.03.7B must be maintained.

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Submitted: Sun, 13-Jan-2013 11:17 MST

Company: LHC, Inc

Contact: David Steely

Question:

Will construction truck traffic for this project be exempt from having to stop and go through the weigh station located within this project's limits? If not, how often will they have to stop and go through? Thank you!

Answer:

Submitted: Tue, 15-Jan-2013 11:25 MST

If the scale is open, construction traffic and all other commercial haul vehicles are required to stop. This scale is not permanently staffed and is currently operated infrequently. The Motor Carrier Services Division does not anticipate an increase in the hours of operation during the project.

Clarification:

Submitted: Mon, 24-Dec-2012 13:11 MST

The Schedule of Items in the Proposal (Page 2) contains an error. The MISCELLANEOUS WORK item is listed as a SQYD Unit of Measurement (Proposal Line No. 0030). This should be MISCELLANEOUS WORK by the Unit. The Expedite bid file is correct, with 25000.00 Units of Miscellaneous Work at a \$1.00 Fixed Price per Unit.

Clarification:

Submitted: Thu, 02-Jan-2013 15:08 MDT

An Addendum has been posted for this project. Please click on the following link to access the information.

ADDENDUM

To download the addendum bid file, click here. **BID FILES**

Clarification:

Submitted: Fri, 11-Jan-2013 08:40 MST

Supplemental Specification - Section 618 - Traffic Control was revised again for contracts in the January 17, 2013 bid letting. The revision date for Section 618 - Traffic Control shown on Page 101 of the Supplemental Specifications should read 1-17-13.

Clarification:

Submitted: Fri, 11-Jan-2013 11:32 MST

Revised: Tue, 15-Jan-2013 08:19 MST

Special Provision No. 3 - Disadvantaged Business Enterprises requirements is revised as follows:

The DBE Goal will be waived for this project. An addenda will be issued to change the goal from ~~6~~9% to 0%.

Clarification:

Submitted: Mon, 13-Jan-2013 13:22 MDT

A 2nd Addendum has been posted for this project. Please click on the following link to access the information.

ADDENDUM NO. 2

To download the addendum bid file, click here. **BID FILES**

No Questions at this time.